MEMOIR OF ADAM JOHN DE KRUSENSTERN

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ADMIRAL DE KRUSENSTERN,

The

First Russian Circumnavigator.

MEMOIR

OF THE CELEBRATED ADMIRAL

ADAM JOHN DE KRUSENSTERN

The first Russian Circumnavigator,

TRANSLATED FROM THE GERMAN,

BY HIS DAUGHTER

MADAME CHARLOTTE BERNHARDI,

AND EDITED BY

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REAR-ADMIRAL SIR JOHN ROSS, C.B., &c.

WITH A PORTRAIT AND CORRESPONDENCE.

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TO

The Royal Geographical Society

OF LONDON,

THIS MEMOIR OF THE LATE RUSSIAN ADMIRAL

ADAM JOHN DE KRUSENSTERN,

Is, with permission, Dedicated,

BY

THE EDITOR.

INTRODUCTION.

It has been a custom for the inhabitants of this world in all ages to agree in honouring the memory of those who have rendered essential service either to the general interest of mankind, or to the advancement of science and geographical knowledge. A desire to conform to so wholesome a custom, and thus obey the impulse of a sincere admiration of the distinguished individual who is the subject of these Memoirs, has induced the Editor of the following pages to present the fruits of his humble labours to the public. Admiral Adam John de Krusenstern had just and high claims for universal admiration, not only for his splendid talents and acquirements, but for a noble character of unstained purity and excellence, early developed and fully sustained, during a long and arduous career, to the close of his valuable life.

By frequent contact with every part of the world, and enriched by extensive experience, his

mind was continually refined and strengthened, but never impaired: his mental powers remained unchanged, as well during the period of his advanced age, as during the hopeful struggles of buoyant youth. We confess that we feel much satisfaction in the contemplation of such a noble career as his; we therefore believe that we fulfil a duty, as much to the rising generation as to the memory of the deceased, in briefly relating and recording the principal acts and features of his life, the results of his labours, activity, and contributions to geography and science; and we trust that our exertions will so far do justice to the memory of De Krusenstern, that they will furnish an illustrious example of how much unflinching perseverance, combined with temperance, integrity, and virtue, can accomplish, though opposed by the perversity of Fortune, and more than the ordinary obstacles of a chequered life.

MEMOIR

OF

ADMIRAL JOHN DE KRUSENSTERN.

Adam John de Krusenstern, the youngest of six children, was born on the 8th of November, 1770, on the family estate of Haggud, in Esthonia. He received the first rudiments of instruction, partly in his parental house, and partly at the Revel Cathedral church, which he frequented, together with his eldest brother, during seven years between 1772 and 1785. His professional career was determined almost by chance; it being decided, on an occasional visit, by the advice of a friend, that he should enter the naval service—a profession that neither he nor any of his relations had thought of till then. In consequence of this decision, Krusenstern entered, in January, 1785, the corps

of Naval Cadets, which was then established at Cronstadt; but this school did not afford at that time, to the pupils, the liberal education which it did at a later period. Krusenstern did not stay in this corps as long as was customary; for circumstances occurred which did not allow him to go through the ordinary course of studies, but launched him suddenly into the more fertile school of active service, at a period fraught with important historical events.

In the year 1787, a squadron was fitted out to sail for the Mediterranean, under the command of Admiral Greigh, in order to threaten the Turkish Empire with an attack from that side. Three ships, of a hundred guns each, not being able to pass the Sound with their artillery and whole cargo, had been sent already to Copenhagen, in order to be ready in time for taking out their artillery, and to proceed leisurely through the shallow Straits, when the King of Sweden, Gustavus III., rendered it necessary to give the Russian naval forces another destination, by a sudden and, as it soon proved, an inconsiderate attack on Russia. The Russians were now obliged to encounter a nearer

enemy, against whom the whole fleet of the Baltic was armed in the spring of 1789. There was, however, a want of officers, and in consequence an order was issued that all the Garde Marine—including those who had not finished the prescribed course of studies—were to be promoted to the rank of officers, provided they had been at sea once. Krusenstern belonged to this number, having been Garde Marine in 1787. He had in the same year become acquainted with naval tactics on a first manœuvring excursion into the Baltic, on board the frigate Motislaaef, of 36 guns, together with seventy-nine other pupils of the corps, under the command of a Captain Henikeel. A year sooner than he could have passed under ordinary circumstances, May, 1788, the youth Krusenstern left the Academy of Cadets with the rank of Midshipman. A favourable chance caused him to be appointed to the Matisloff, of 74 guns, commanded by a distinguished officer, who was at the same time an accomplished gentleman. He could discern a remarkable prognostication of the young officer's future destiny, in the accidental arrangements which led him to be

appointed to this ship, of all others the most desirable. The Empress Catharine, whose active mind embraced so many objects, seems to have fully appreciated the importance of scientific expeditions with a view to the formation of a powerful navy. Not later than the two first years of that Empress' reign, Tchitsagoff had been sent twice to the Polar Regions, in order to pass through the Polar Seas by Spitzbergen to Behring's Strait. The reason why expeditions of this kind were not repeated appears to have been, that the Russian Navy—even by the judgment of its own chief—was not supposed equal to the task. Even the two voyages just mentioned were considered as failures, though this indeed was not actually the case.

We must not forget that at no very distant time it appeared impossible to carry a ship in one summer from Archangel to Cronstadt. Now, at last, it was determined upon, that the commander of the Matisloff, Captain Maloffsky, should undertake the command of a squadron of five ships to perform a voyage round the world, and show the Russian flag for the first time on the most distant shores.

But it was not to him, but to the younger officers under his command, that this honour was reserved. The war, which broke out at that time, prevented the execution of the project.

In the year 1788, the Matisloff took an active share in the battle near Hogland—which, however, afforded no decided result—and afterwards the ship cruized until late in October, with the rest of the fleet before Carlskrona, in the hope to induce the Swedish naval forces to sally forth once more from that harbour, in which they had taken refuge.

At Revel, where the Russian fleet passed the winter, it lost its Commander-in-chief, Admiral Greigh, who dying there, was succeeded in his command by Admiral Tschischagoff. Under the command of this officer, the fleet made sail early in the next year, in order to join a squadron which was coming from Archangel, and had passed the winter at Copenhagen. In vain the Swedish navy risked a battle in the neighbourhood of Oland to prevent the junction, which took place without further impediment, King Gustavus's fleet having again retreated after the action into the sheltering

harbour of Karlskrona. In this battle, Captain Mulloffsky — whose whole character, if we may judge from his letters and journals, had made a strong impression on young Krusenstern's mind— lost his life by a cannon-shot, and Mr. von Essen, who died in 1834, Governor of Esthonia, took the command of the Matisloff.

The rest of the summer passed without events of importance—the Swedish navy not daring to meet that of the Russians, which had been increased to 50 sail, amongst which were 33 of the line.

The following year, as it has been fully recorded, was more fruitful in events. The Duke of Sudermania, who commanded the Swedish fleet, taking advantage of the circumstance that the coast of Sweden is generally at an earlier period of the year freer from ice than the Gulf of Finland, appeared first in the sea at the head of the Swedish fleet, making for the Russian naval forces in their ports, in order to attack separately the squadron that had passed the winter at Revel and at Cronstadt. In consequence of this manœuvre, Krusenstern had the fortune to witness one of the most memorable of naval battles. Ten

Russian ships of the line, under Tschischagoff, at anchor in Revel Roads, were attacked by 30 Swedish ships of the same class. The position of the Russian squadron resembled that of the French fleet at Aboukir. A Nelson would have vanquished those forces, but the Duke of Sudermania soon found himself forced to retreat, after having lost two of his ships. We need only mention here a fact generally known, that he made another equally unsuccessful attempt on the other Russian squadron, near Okranaga Gaska, coming up from Cronstadt, and that after this failure he found himself obliged to retreat from before the now united Russian fleet, into the Bay of Wyborg, where he was narrowly watched and blockaded, and reduced to a situation of great difficulty.

But however carefully the blockade had been conducted, King Gustavus, now in person at the head of his navy, found, nevertheless, means to effect his escape, with the comparatively trifling loss of two ships of the line. He was principally indebted for this success, which he could hardly have expected, to the loitering and over-precaution of one of the Russian commanders, who being

ordered to follow with the utmost speed, lost time in regularly weighing his anchor. Only one of the captains—a very rough, but equally brave and determined sailor—instantly slipped his cable, and made haste to overtake the Swedes in their flight; it was Captain Byloff, a Dane by birth, now Commander of the Matisloff: and Krusenstern again found himself carried into the first line, and took a most active part in the beginning of the engagement. Byloff intended to pass by the first ship he overtook, the Sophia Magdelina, 74, and to leave it a prey to the squadron coming up after him, whilst he himself passed to another ship further on; but the Swedes returned the broadside which was fired at them in sailing past, and a shot brought down the maintopsailyard of the Matisloff, and the sail dropping on the deck covered the guns and the men. Byloff being thus checked in his onward career, and prevented from reaching any other ship, was obliged to persevere in a combat accidentally begun; and after three-quarters of an hour the Sophia Magdelina was compelled to strike. The circumstance that young Krusenstern was charged with the honourable service

of bringing on board the flag of the Swedish Admiral Cynanker waving on his mainmast, as well as the Admiral and his flag-Captain—proves that he had already found means to distinguish himself, and that he had been honorably noticed by his commander, and he was promoted to the rank of lieutenant, for the share he had taken in this action.

Peace was soon concluded, and the animating times of war and strife were followed by days of monotonous repose, the weight of which young Krusenstern felt the heavier at Revel; the ship to which he belonged not being sent out even for manœuvring excursions in the course of the several following years.

In general the circumstances under which Krusenstern had been found till now could not be deemed particularly favourable; there was nothing, however, in his routine of life down to that time that could have directed his mind to a wider range of activity and thought. But he had been gifted by nature in a high degree with the qualities that raise the noble mind above the ordinary scale of merit; nature had bestowed on

him an aspiring spirit, which of its own accord struggles to embrace a wider horizon, and to try its wings in a continually expanding sphere. England, and the treasures, of experience which he expected he might find there, were the objects which attracted his mind. Another young officer of the name of Behring, a grandson of the celebrated navigator, shared in his passionate wishes; and whilst the two young men,—one of whom bore a name already celebrated, and the other destined to make his name renowned, planned how to reach the land where they might study in the greatest and most powerful navy in the world—a stroke of good fortune met their ardent desires half way.

Twelve officers of the Russian navy were appointed to serve on board the English fleet during several years; Krusenstern as well as his friend were included in the number, and in 1793, he for the first time trod on English ground at the port of Hull. It was a memorable time when he arrived there, and a grand scene opened before his eyes. The entire energy of an active and powerful nation, whose never-resting zeal

and far-extended interests embrace the whole of the globe, was suddenly called into action against an enemy that seemed its equal. The view of this scene seized upon the mind of our visitor with its whole power; the manly bearing and the patriotic feeling which he witnessed moved the susceptible heart of the young Russian sailor, and being conscious that his own mind had been only then for the first time awakened to its full expansion, the recollection of England remained ever afterwards dear to him. We may at the same time mention as a remarkable fact, that even in the midst of the crowd of events which accompanied this epoch of his life, the unpretending worth of Krusenstern's character did not pass unobserved.

It was but natural that every man of distinction belonging to the circle in which he moved should feel the influence of his character, and thus he soon found himself united in friendship with many. His fame, joined to the modesty and simplicity of his manners, could not fail to fix the attention of every thinking man, and the spotless purity of his character, which commanded universal respect, could not escape

attention when it was aroused. And even at this early period, when he was young and a stranger in England, and without the advantage of particular introductions, and when he did not yet enjoy the advantages consequent on a considerable fortune, he attracted the notice of distinguished men and remarkable public characters; and this circumstance speaks even more than volumes in his behalf. Celebrated seamen of every nation, men of note in public life, and respectable and worthy private gentlemen who were in that country at this early period of his life, became united to him by ties of friendship to the end of his days.

Most of Krusenstern's twelve companions went to the Mediterranean, where several of them died of the yellow fever; Krusenstern asked for employment in more distant regions. Under command of Captain Cochrane and Admiral Murray, he cruised for some time on board the frigate Thetis on the coast of North America against the French. England being then at peace with the United States, he at this time frequently found occasion to visit the most remarkable towns on that coast, particularly New York and Philadelphia, and was

pleased in referring to the fact in his latter years, that he had been fortunate enough to become personally acquainted with the President Washington. The frigate having touched the ground, was obliged to go to Norfolk to repair; her career was thus of course interrupted for some time. Krusenstern took advantage of this intermediate time to go on board a small merchant craft to the West Indies, and in that way visited Barbadoes, Surinam, and the Bermudas. His temperance preserved him from the yellow fever, which then raged there with great severity.

In 1796 he returned to England on board the frigate Cleopatra, Captain Penrose. Already he had taken part in several engagements with French ships, and on this voyage he ran a great risk of being made prisoner by the French. The French Government, as it is well known, equipped an expedition destined to carry a considerable army under General Hoche to the coast of discontented Ireland. This undertaking was not favoured by wind and weather; storms dispersed the fleet which could not even reach the shore, and several ships endeavouring to reunite, steered independently

courses so different, that some came near the coast while others were further off. The Cleopatra, whose commander was of course ignorant of these circumstances, sailed along the sea coast of Ireland under easy sail in a thick fog. The fog having suddenly cleared, the crew found themselves to their surprise in the immediate vicinity of a French ship of the line, the Castor, of 84 guns; the two ships were only a few yards distant from each other, the features of the French sailors were distinctly visible, and even their conversation could be distinguished; it was indeed impossible to be nearer without actually touching. Hurried preparations were made on board the Cleopatra, as well for making resistance—although it could be of no avail—as for escape, which appeared equally hopeless, as there could be no doubt that the French ship was superior in sailing to the English frigate. However, the French were not prepared to take advantage of these favourable circumstances; perhaps they thought it dangerous to commence an action in these waters, and they soon altered their course and steered towards the coast of France.

This scene, indeed well qualified to make a

strong mpression, was among those that Kru senstern frequently remembered and alluded to in his latter days. We may mention here as a fact reflecting light on the character of Krusenstern and therefore deserving to be noticed, that he left the prize money to which he was entitled, and which amounted to a considerable sum, to the crews of the ships in which he had served.

Occupied already with the thought of opening to the Russian trade the way to India, Krusenstern endeavoured to find the means to reach the Indian seas, a project in which the English authorities did not exactly encourage him, so that in carrying out his views he had many difficulties to surmount. Having succeeded at last in getting (with two of his companions, Baskakow and Lisianisky) on board of the ship-of-the-line Raisonable to the Cape of Good Hope, there he found a frigate bound to the East Indies, and obtained the permission of the Admiral commanding in chief to continue his voyage on board that vessel, whilst he owed it to a singular chance that he actually accomplished his wishes. The frigate Oiseau, commanded by Captain Lindsay,

having touched on a reef on a former voyage, was in a very bad condition, and so leaky that even in port it was necessary to work day and night at the pumps to keep her afloat. It was the general belief that she would never reach Calcutta, and the Russian officers were earnestly advised not to risk the danger of that voyage; the three companions actually agreed to fetch back their luggage which was already on board the frigate, and to give up the project for this time. Baskakow and Lisianisky acted in consequence, luckily on a day when Krusenstern was prevented by other occupations from joining them. When he came the next morning on a similar errand on board the ship, the captain, before he could pronounce a word, cheered him from a distance, calling aloud, "Well, I am glad to see that you at least are not afraid to go with me to India," and frankly offered his hand when he came near. This address determined Krusenstern to remain. The voyage to Madras, and from thence to Calcutta, succeeded without accident, but when there, and the frigate was hove down for repair, it was discovered that a large piece of rock had pierced the bottom of the ship

near the keel, being fixed there in almost a miraculous manner. It appeared incredible that a ship in that condition should have crossed the Indian ocean, and the whole population of Calcutta thronged to the docks to behold the wonder.

Whilst this frigate was here undergoing her repairs, Krusenstern was cruizing in another in the Bay of Bengal, and returning to Calcutta, he made the acquaintance of a Livonian named Torktor, who was well acquainted with the north-west coast of America, by personal observation. Through frequent intercourse with this gentleman, Krusenstern was made aware how very profitable it might be for Russia to carry the productions of its colonies directly to Canton; in his mind arose the wish to push on to China, in order to get initiated into the particulars of the Canton trade, but in this instance also he had to overcome many difficulties which were the greater as his personal resources became limited; and Captain Lindsay, being a man of a rough character and notorious for his abrupt behaviour to his officers, was not easily induced to entertain a favourable

opinion of it. Luckily for his project, the frigate in which Krusenstern was now cruising was considerably damaged by a heavy gale of wind and thereby obliged to touch at Pulo-Penang. Krusenstern here left Captain Lindsay, proceeded to Malacca, and after a severe illness, during which, the friends he made there took care of him; he embarked on board a small craft for Canton, assisted in every way by those friends who endeavoured with a sympathy seldom to be met with, to promote the execution of his plans.

At this place, the only spot where the fixed and stagnant world of the Chinese is in contact with the actually living nations, Krusenstern, during his sojourn in 1798 and 1799, had an excellent opportunity of observing the trade with the north-west coast of America, and of obtaining an insight into the advantages it affords to the European nations. His attention was most particularly arrested by a small vessel of not more than one hundred tons, which having been fitted out at Macau, had gone from thence to the north-west coast of America and returned to Calcutta in little more than five months with a cargo of furs, which

had been sold within a few days for no less than 60,000 piastres.

Krusenstern returned to Europe on board an East Indiaman, fitted out in many respects like a man of war, and commanded by Captain Hamilton, who having invited him as a personal friend to join him, the voyage turned out under these circumstances a mere tour of pleasure. With Captain Hamilton, Krusenstern visited once more the Cape of Good Hope and the rocky island of St. Helena—which was destined to enjoy in later times so much historical importance,—and arrived in England in the course of the same year (1799). He hastened home, where he soon afterwards presented to the Minister of the Navy a detailed and matured plan of a voyage of circumnavigation, promising the attainment of many important objects.

The aim of this enterprise was not merely to carry the Russian flag for the first time round the world and thereby prove that it might claim an equal rank with those of the other renowned navies—though even that by itself would have been a glorious undertaking—but

much more was intended and aimed at. The trade in those rich furs of the north-west coast of America, the Aleutian Islands and the Kuriles, being from 1789 in the hands of the then newly-formed American Company, had become important and valuable to Russia, but it was carried on in the unskilful way into which chance and the ignorance of the first adventurers had conducted it. Yrkuszk was in Siberia, the central place of the commercial operations of the Company; Ocholzk, situated on a most inhospitable shore, afforded the only harbour through which any communication could be kept up with America and the groups of islands. The vessels employed in this trade were built at Ocholzk, where the country hardly affords any resources for their outfit. Every article of provision for the colonies, not excepting bread, and all necessary ammunition, hunting and fishing tackle, as well as goods intended for sale to the natives of those distant shores, were carried with infinite trouble and expense by land,—at least from Irkutsk;—and these articles brought from Europe, were transported through dreary wastes, throughout the immense distance to

Ocholzk, where alone they could be embarked on board a ship.

Materials of a large size and considerable weight, such as anchors and cables, occasioned great trouble and inconvenience; as they had to be transported on the backs of horses, and the only available expedient was to cut them into such fragments as a horse could carry, and to put them together again at Ocholzk. The provisions hardly ever reached the place to which they were destined, without being seriously injured; likewise the furs from the north-west coast were similarly damaged, being carried by sea no further than Ocholzk, and from thence by land on the same toilsome road by Irkutsk to Kiacta on the frontiers of China, on to Europe. Krusenstern proposed henceforth to provide the Colonies with all necessaries by sea on the way round Cape Horn, and to send the furs – especially the sea-otter skins, so highly valued in China— from the north-west coast also by sea to Canton, from which place the ships of the American Company might return to Europe, with a cargo of Chinese wares, by the Cape of Good Hope.

In this way it would become possible to avoid all the above-mentioned inconveniences, and the Colonies might be secured from want, by which they frequently suffered, while infinite expense would be saved, and the wearisome and insignificant traffic between the north-west coast and Ocholzk, be extended to a trade of vast proportions, and of no less importance to commerce than to the Russian navy. And it was not for once only that the Russian flag was to be carried round the globe, but in order that the Russian navy might be forced out of its present state of inactivity into a wider range, and from the Baltic Sea into the Ocean, thus to become acquainted with its navigation, and be made familiar with the waves of the Atlantic and Pacific Oceans. Not an isolated voyage was here intended: voyages of circumnavigation must, according to this plan, be henceforth to the Russian navy common and customary, being repeated every time that provisions were to be sent to the colonies. In this way, the level of what the navy in general, as well as every officer individually, had to prepare for, and render himself equal to, was to be elevated to a degree

far above the standard which had hitherto bounded the horizon of naval aspiration. That the Russian navy had a just claim to her position in this extended sphere of action—that she was authorized to rely solely on her own powers, and was duly able to fulfil such a task—Krusenstern was ready to prove, by his experience and an exploit of his own.

We may judge how important it was to awaken the Russian fleet to the consciousness of her own naval powers, when it is considered that the most eminent officers and most experienced sailors, especially aged Admiral Chanikow—whose voice had great weight—urged, when the execution of the project was debated, that ships bound on such a distant voyage should be manned exclusively with English sailors, and it was their conviction that such an undertaking could never succeed with Russian sailors; but on the contrary, Krusenstern was convinced, as he frequently expressed, that the Russian sailors were not only not inferior, but were in fact superior to English, with regard to docility, perseverance, and good will.

Under the pressure of these disturbed times, Krusenstern's plans remained unnoticed during several years. The Emperor Alexander took the project up with great warmth, after he had been made acquainted with it by the Chancellor, Count Bumanzou, and Admiral Mordwenoff, who alike took a lively interest in the plan, the execution of which was to take place without delay, and to be confided to the proposer of the enterprise.

Krusenstern had been at this time married about twelve months, and felt inclined to retire from the active sphere of service in which he was engaged. Whilst meditating such retirement, he was surprised by totally unexpected proposals to undertake the expedition; but even the natural regard for his own convenience, and the thoughts of the sacrifices he must make, were not in his eyes sufficient motives for declining the offer.

On the 26th (7th N. S.) of August, 1803, two ships, the Nedeska and the Neva, commanded by Captain Krusenstern, sailed from the roads of Cronstadt. The expedition had now, as it is well known, in addition to the original plan, to

carry a Russian ambassador to Japan, but it has become unnecessary to dwell on the details of that voyage, the narrative of which has been published, and is sufficiently known in Europe, and especially in Germany and England, where it has been viewed by all classes with particular favour. It is but justice to make especial mention, that this voyage of circumnavigation, besides its important results to the interest of Russia in particular, greatly contributed towards the advancement of science in general, for the hydrography of the Southern Seas was thereby in a great many instances corrected, and the non-existence of several islands marked on the charts was clearly demonstrated. The correct position of a wide extent of the coasts of Japan, Jesso, and Sachatin, as well as the northern Kurites; the determination of the longitude of Nongaski, which was not known until then; the linguistical collections; descriptions of the Japanese customs, and of the natives of Nukahiva and the Ainas; the different treatises of the men of science attached to the expedition— Harner, Langsdorf, and Klesius — constitute a result that may be viewed with just pride and

admiration. Besides, it has been not unfrequently acknowledged, that a commander has seldom vouchsafed to his crew more benevolent kindness and attention than did Krusenstern, and it is certain that the constant and affectionate care Krusenstern had taken of them was rewarded by the most unqualified success: excepting the cook of the ambassador, not one individual who had left his native shore was missing when the Nadiska, after three years of absence, returned to the Roads of Cronstadt. We may mention in addition, that during the whole of the voyage, only one occasion for the infliction of corporal punishment had occurred, and that took place even in the very first days after setting out, when the proper spirit which afterwards pervaded the whole crew could not have been thoroughly established. That the natives of those distant and imperfectly known countries were treated with greater mildness than they had experienced from other navigators, was the natural consequence of Krusenstern's kind and humane disposition.

It is well known with what generosity the Emperor Alexander rewarded those who had been

employed in the expedition — officers, men of science and sailors — conferring on them orders, promotions, and pensions, and that he likewise ordered a medal to be struck in commemoration of the first Russian voyage round the world.

As had been anticipated, this interesting voyage afforded many immediate as well as more distant results of importance. Krusenstern's reports called forth essential improvements in the administration of Kamtschatka; new scientific expeditions were henceforth frequently executed, and distinguished sailors, in a long naval service, have gained honour both to themselves and to the Russian flag. Above all, the object of the voyage was fully obtained: the Russian possessions on the north-west coast of America, and the north-east coast of Asia, have gained infinitely through the communication by sea with the capital of the empire, which has not been interrupted since; and they are now regularly provided with all kinds of necessaries by way of Cape Horn, and this wide field of activity and exercise has become habitual in the Russian navy.

Krusenstern himself being promoted to Captain

of the second rank, soon found in his country residence in Esthonia, the leisure to finish a description of the voyage, which was published in German, at St. Petersburgh, in the years 1810—1812, in Russian in 1809 and 1813, and was soon translated into almost all the European languages, a circumstance decidedly expressive of the general approbation with which the work has been received. It has been translated into English (1813) by Hopner, into French by Eyrees (1821), and before that into Dutch (1811—1815), then into Swedish and Danish, and finally into Italian, in the Milan Collection of Voyages; not to mention the Berlin edition in the German text, or an edition for juvenile readers, and several extracts.

Having been named in the year 1811, Inspector of the classes of Naval Cadets, Krusenstern continued to be engaged in active service, as well as in scientific pursuits. It was by his influence chiefly, that the Chancellor, Count Romanzoff, was determined to fit out at his own expense, a scientific expedition, the command of which was entrusted to Lieutenant Kotezbue. Krusenstern

himself, author of the plan of this voyage, and of the instructions given to the commander, came to England in the spring of the year 1814, to superintend the execution of the necessary astronomical and other instruments, having on his way ordered a vessel to be built in Finland, on purpose for the voyage. Besides this, he took advantage of his sojourn in England to revisit the most important naval establishments at Portsmouth, Plymouth, Woolwich, and Chatham, and to examine the improvements introduced into the English Navy, in order to make them known in Russia.

After his return to Rével and St. Petersburgh, he directed, under the eyes of Count Romanzoff, the outfitting of the Rurik; that ship sailed, towards the end of the summer, for Behring's Strait, but after this he found himself obliged on account of the precarious state of his health, to give up active service for several years. The Emperor Alexander, who did not wish to see an officer like Krusenstern leave the naval service entirely, granted him an unlimited leave of absence.

The leisure that Krusenstern thus obtained, his active spirit, devoted to the progress of science in the country where he now resided, occupied in accomplishing a task he had imposed on himself.

We owe to this period the second volume of the main work of Captain Krusenstern, and his charts of the South Seas, accompanied by numerous hydrographical memoranda, equally important to geography and navigation. The value of the work has been determined by the universal use which has been made of it, and by the approving judgment of professional men; but to get acquainted with the difficulty of the task, we ought to cast a glance on the materials which the author had to arrange and dispose, and ascertain how every step in his toilsome undertaking was rendered difficult in various ways—in some cases by a deficiency, and in others by a superabundance of material.

Frequently as the Transatlantic and Pacific Oceans have been crossed since Anson's voyage round the world, and especially since the increasing activity of scientific inquiry has in modern times roused

the minds of all the European nations, the desire to explore every zone of our globe has given a new impulse to the spirit of discovery; still there were twenty-five years ago, and indeed there are now, regions in those seas totally unexplored, and others known only by the description of navigators who visited them in distant times. Their reports are of course anything but satisfactory, and especially with regard to their geographical positions, which could be ascertained in those times only in an imperfect way in many parts of the Pacific Ocean; the many existing and contradictory reports were apt to give very confused conclusions. In many cases it might be a matter of doubt, whether some islands visited by modern navigators, who ascertained their positions, were or were not identical with those of the celebrated seamen of former days who had seen them in those seas, but according to their account in a somewhat different degree of longitude and latitude. Much confusion has been besides occasioned by the commanders of ships indifferently provided with instruments, who easily flattered themselves that they had made a discovery, when in reality they only calculated on

erroneous longitudes and latitudes for some island that had been known long ago but not recognised by them. Many hydrographers thought it incumbent on them to mark all such pretended discoveries on their charts in order to render them complete, and thus many and celebrated charts of the ocean abound in hundreds and even thousands of small islands and rocks which in reality do not exist. These particulars may be sufficient to put us in mind that the work required the soundest foundation and a wide scope of erudition as well as intense application in the collection of materials; and whoever examines the memoranda by which Krusenstern justifies the different parts of his charts, will find him deficient in none of the requisites. Many new positions and notions were published for the first time, Krusenstern having examined with great circumspection the manuscript collections of the Admiralty, and thus corrected and brought to light the important results of many laborious and correct surveying expeditions of the Russian navy, which otherwise would never have been known. A work of this description could of course never

be considered finished, least of all at a time when the navies of all the principal naval powers, were directing their energies during the peace towards the exploration of the most distant seas. Krusenstern was therefore continually employed down to the last moments of his life in completing and correcting his charts, notwithstanding his many other important avocations. The results of an expedition to the South Sea never escaped his attention, and we may add that his justly acquired fame facilitated in a great measure his researches. The commanders of many expeditions charged with the laying down of distant shores, hastened to communicate to him the result of their adventures and endeavours, even before they were made public by the press. Officers, especially of the English navy, who visited the South Sea in pursuance of their professional duty, likewise seldom failed to lay before him the charts they had occasion to make of some islands or some particular parts of the coasts they had surveyed.

Thus Krusenstern had rendered, before he had attained the period of middle age, material and honourable services in active employment, as well

as in the path and advancement of science and geographical knowledge; and now a new career opened before him, in which his activity and perseverance were to become beneficial not only for the present but full of promise for the future. During the years he lived in the country, he had often been summoned to St. Petersburgh to take an active part on many occasions in several committees, and to give his valuable opinion in regard to changes and improvements proposed in the Imperial navy, as well as on the scientific expeditions that were intended. Since 1822, he was again entirely resident in the capital, and active as a member of the scientific committee of the Administration of the Navy and of the Council of the Admiralty, as well as of the two committees charged with the supreme direction of all the schools in the Empire, and the organisation of a civil school. In this situation in 1826, only a few months after the Emperor Nicholas had ascended the throne, he was nominated director of the corps of naval cadets, and from that moment to the end of the year 1842, during nearly seventeen years, Krusenstern remained at the head of that establishment,

where, with a few exceptions, all the affairs of the Russian navy are considered and decided—an important office, the administration of which was conscientiously performed, and which naturally produced an incalculable improvement in the future state of the Russian navy. Even plainly and faithfully fulfilling the duties of that employment, (which does not go beyond keeping the whole establishment in a regular state of activity) would have been honourable and meritorious. But Krusenstern would not have thought he was really doing his duty, if he had not endeavoured to raise the corps to a higher degree of development, and render it capable of responding to requirements which he himself had raised to a higher standard. The moral and intellectual education of the pupils, and the welfare of the subaltern, were objects he had equally at heart.

Not only the studies of the cadets were better regulated, but the punctuality of the professors as well as the pupils in the fulfiment of their duties, were subjected to a perfect control, which had not been introduced in the corps until then. His Majesty the Emperor besides approved of Kru-

senstern's proposal for the formation of a class of officers into which were to be received the most distinguished among the cadets, after having completed the ordinary course of studies, and been promoted to the rank of midshipmen in order to be employed during three years in the summer to practical exercise at sea, in the winter to the study of the higher branches of mathematics, a complete course of naval tactics, astronomy, and the physical sciences, and in fact all the branches of knowledge required in the most extended range for the naval service.

Those of the pupils who were found, in the examination they underwent at the end of three years, to have attained the expected degree of knowledge, entered upon active service with the rank of lieutenant.

Besides the officers, professors, and pupils, there were several hundred sailors belonging to the corps of naval cadets, most of them married. They had been lodged hitherto not very conveniently, with their numerous families; their wives and children being in the lower story of the main building, partly sunk into the

ground. Krusenstern found by a wise economy the means to purchase and to re-construct several considerable buildings in the vicinity of that of the corps. They were adapted to spacious and healthy quarters, where more than usual attention was paid to a proper degree of ventilation, and the means were furnished of keeping them dry, and the preservation of a temperature equal in all parts of the buildings: thither most of the married men were removed. There was likewise an hospital for the pupils belonging to the corps, but an establishment of the same nature for the subalterns was wanting.

Those that fell sick were removed to the great military hospital in the town; the consequence was, that the men frequently concealed even dangerous illnesses, in order not to be separated from their wives and children; perhaps, too, because they did not place great confidence in these establishments, with which they were unacquainted, and where they expected to be placed under the control of superiors totally unknown to them, a sort of diffidence frequently observed among individuals of the lower classes. In many

cases, therefore, they would be transported to a hospital only when their condition had become desperate, and consequently a great many of them never returned to their families. But now a hospital for the sailors was established, in a new wing added to the building; and the happy result of Krusenstern's endeavours—the object of which was to ameliorate the condition of the subalterns —was, that the mortality among them diminished in a proportion almost surprising. We must add here, that Krusenstern established likewise in the corps an elementary school for the children of the sailors, and that the expenses required for the foundation and service of the new establishments, as well as for all the newly raised buildings, were afforded exclusively out of funds saved by economy in other branches of the administration. The usual sums annually allowed for the expenses of the corps sufficed for all, and no extraordinary supply ever became necessary. But it would be impossible to give an exact account of Krusenstern's administration in all its details, at least it could not be done in a brief sketch. Improvements of a manifest importance,

like those just mentioned, may be reported in a few words; but the quiet, noiseless, yet never-ceasing activity of every day, efficient in promoting good, the influence that a dignified and thoroughly noble character could not fail to have on the pupils and on all connected with the establishment — these are important elements of the whole, which escape analysis, and cannot be ascertained in numerous instances. How Krusenstern was valued as a commander by his subalterns, appeared in a striking manner when the fiftieth anniversary of his entrance into the service was celebrated. The festive celebration of that day had originally been planned by the officers of the corps of cadets; and a great part of the Navy, the Imperial Academy of Sciences, the American Company, and a great many distinguished friends of the admiral, took an active part in it. His Majesty the Emperor himself honoured the festival, by the way in which he took notice of it. We pass over the details, of which the journals gave at the time a sufficient account. It was made known over all Europe, and it was truly satisfactory to observe the admiration

which the spotless fame of the noble veteran excited in every honourable mind, especially in Germany, where it furnished a motive for recording a description of that festive day in the calendars and other publications destined for the public. One trait only, which made a great impression on all present, and even on those who were made acquainted with it only by the published reports, we cannot pass over in silence. Several weeks previous, when the festival began to be in deliberation, there arrived unexpectedly from a distant part of the empire a sailor belonging to the former crew of the Nadeska, Klim Gregorieff, now a venerable, grey-headed old man. He had accomplished that distant journey in the midst of winter, chiefly on foot, merely, as he declared on being asked, because he could not die without having once more seen his former commander. The committee charged with the arrangements of the festival, kept the veteran seaman privately in St. Petersburgh. It was known that another sailor belonging to the Nadeska, Turas Gledianoff, who had devoted his whole life with a rare fidelity to

Krusenstern's service, lived now in the country in possession of a small farm, which his former commander had given him without exacting any rent. This man was now summoned to St. Petersburgh, and when it was generally known that the anniversary was to be celebrated, a third veteran of the days of the Nadeska likewise made his appearance. These three welcomed the admiral in the festive hall, displaying before him their grey hairs, and the flag which once and for the first time had led them round the world. This was peculiarly characteristic and gratifying above all the marks of distinction which were ever conferred on Admiral Krusenstern, and none ever afforded him so much pleasure as these expressive proofs of gratitude by his former subalterns by an act so simple in itself. Even in his last illness, a short time before his end, he expressed the wish that whenever some lines were devoted to his memory, Klern Gregorieff should not be forgotten.

Continually active in scientific endeavours, as well as in the service of his country, Krusenstern was, during his approach to old age, so happy as

to find a friend in almost every person distinguished by endowments and character, living at St. Petersburgh. There was something touchingly remarkable in the profound affection with which the celebrated author Maximilian Vlingor—a man of severe critical principles, who generally judged the world with little indulgence, and shut himself against all sympathy with it—regarded Krusenstern, to whom he was strongly attached. We need not mention any other name: it would not be just to name only the dead, as we do not wish to remind survivors in such a direct manner of their loss. How much respect his unpretending manner, and noble though quiet perseverance, inspired in all strangers who had occasion to see him, the memoirs and accounts of his voyages, published by honourable and distinguished men, have sufficiently informed all Europe.

Krusenstern rose in the regular way by seniority to the rank of rear admiral, vice admiral, and full admiral. He had been decorated with the Orders of the Russian Empire up to that of Alexander Newsky, the insignia of which set in diamonds were conferred on him on the occasion of his jubilee.

The Imperial Academy of Sciences at St. Petersburg, named him an Honorary member; the University at Dorpat, an Honorary member of philosophy; the Institute of France, a Corresponding member; the Royal and the Royal Geographical Societies of London, the Royal Society of Science at Gottingen, and several other scientific Associations in Russia, as also in the rest of Europe, numbered his honorable name among their members. He had likewise been named Knight of the Prussian Order, *pour le merite;* while the passing years bestowed on him all the dignity of venerable age.

It was not until 1842 that Krusenstern began to feel the necessity of comparative repose; he asked to be relieved from the administration of the corps of cadets. The Emperor, in complying with his request, replied in a gracious letter, in which he assigned to the venerable admiral a most honourable situation on his personal staff.* But the gallant

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* *Rescrit de* S. M. l'EMPEREUR *à l'amiral de Krusenstern.*

Après avoir longtemps dirigé avec une activité infatigable et d'une manière si utile le Corps des Cadets de la Marine, auquel vous avez constamment consacré toute votre sollicitude et vos soins si éclairés afin de l'amener à ce degré de parfaite organisation, tant sous le rapport moral que sous celui des

and noble admiral was allowed to live but a few years in this new position, and after a long illness he breathed his last on the 12th (24th) August, 1846, in the seventy-sixth year of his age. His genuine character has been well expressed by the piety of his family:—

Selig sind die reines Herzens, denn sie werden Gott schauen.— Matthaë, chap. v., verse 8.

Blessed *are* the pure in heart, for they shall see God.— Matthew, chap. v., verse 8.

études, dans lequel il m'est si agréable de le voir, vous avez témoigné le désir de quitter le Corps et de vous reposer des fatigues qui ont détruit votre santé.

Ayant consenti, quoiqu'avec un regret sincère, à vous accorder votre démission de la direction du Corps, J'éprouve une satisfaction particulière à vous exprimer à cette occasion ma gratitude si justement méritée de la manière dont vous avez administré pendant seize ans cet établissement si exemplairement florissant sous votre direction immédiate, et en témoignage de mon entière bienveillance, Je vous attache à ma Personne, en vous ordonnant de porter mon Chiffre sur vos épaulettes.

Signé: NICOLAS.

Tsarskoé-Sélo, le 14 Octobre, 1842.

— L'ordre du jour de S. M. l'EMPEREUR du 14 Octobre, donné à la marine Impériale, qui autorise l'amiral de *Krusenstern* à se démettre de la direction du Corps des Cadets de la marine et l'attache à la Personne de S. M. I., lui conserve en même temps les fonctions d'un membre du conseil des amirautés.

EXTRAIT du *Journal de St. Pétersbourg* de jeudi, 22 Octobre, 1842, *No.* 510.

We may add here a list of the literary compositions which Krusenstern has laid before the public at different times.

1. The Account of his Voyage round the World, and the Atlas of 104 Maps belonging to it; besides those which have been noticed already.

2. A Collection of Words of the Languages spoken by the natives of the easternmost of Asia, and the northwest coast of America.—St. Petersburgh, 1813; 4to, in German.

3. Memoire sur un Carte du détroit de la Sonde, est de la rude de Batavia.—St. Petersburgh, 1813; 4to.

4. A Justification of Lord Cochrane.—Berlin, 1817; 8vo, in German.

5. Remarks on the Hydrography of the Great Ocean, being an Explanation of a Chart of the Globe on Mercator's projection. — Leipzig, 1812; folio, with a Chart, in German.

6. Atlas de l'Ocean Pacifique, Publié par ordre de S. M. l'Empereur. T. I, II, 1823—1826; folio, 34 Charts.

7. Receuil de Mémoires Hydrographique pour servir d'analyse et d'explication à l'Atlas de l'Ocean Pacifique. T. I et II. — St. Petersburgh, 1824—1827; 4to, in French and Russian.

8. Supplement to the Receuil de Memoires Hydrographique publiés in 1824—1827, pourservir d'analyse et

d'explication à l'Atlas de l'Ocean Pacifique. T I et II. —St. Petersburgh, 1835; 4to, French and Russian.

Independently of these works published by themselves, Krusenstern has written a number of Essays and Memoirs that have appeared in sundry periodical publications. In Captain Kotesbue's voyage to the South Sea, we find for instance—

9. An Account of a Voyage to the Polar Regions, undertaken to discover a North-west Passage from the Atlantic Ocean to the South Sea.

10. Analysis of the Isles discovered in the Great Ocean, and an Introduction into the whole, all by Krusenstern; who has further published in the Memorial de l'Academie de Sciences St. Petersburg, Vol. II.

11. Observations and Reflections sur la Marée dans le Port de Nangaski.

In the Bulletin de Sciences à St. Petersburg—

12. Several Critical Surveys of the pretended discoveries in the South Sea.

In Storch's Journal—

13. Russia—Alexander I.—Extract of Letters on scientific subjects—and an Essay on the Commerce of the Russian Colonies on the north-west coast of America.

In the Magazine of Natural Sciences, published at Dorpat—

14. Observations on the Effect of Iron on the Magnetic Needle.

15. On the advantage of keeping the Water at Sea in tuns or barrels, the inside of which is burnt to Charcoal; in the Memoirs of the Russian Admiralty. In Russian.

17. On Krusenstern's Voyage in the Oiseau.

18. On Gallovin's Voyage round the World.

19. On Maldonada's and Malestuna's Voyages.

20. On the Carolin Islands.

In the Geographical Ephemerides—

21. On the existence of Davis' land.

22. On Madonada's pretended discovery of a North-west Passage, 1558.

Several Extracts of Letters in Bighan's Hirtha, and Annals of Geography and Ethnology—

23. Accounts of several Voyages and pretended discoveries in the South Seas.

In Oldenkup's St. Petersburgh Magazine—

24. On Greenland, and the late endeavours to find a North-west Passage.

25. Instructions for Lieutenant Kotesbue.

In the Memoirs of the Scientific Committee of the Russian Ministry of the Navy—

26. On the means of Preserving the Health of the Crews on board Ship. In Russian.

Possibly there may be besides smaller Articles published in Magazines which have escaped our attention, so that we cannot affirm that our list is perfectly complete.*

With regard to the family of the late worthy and gallant admiral, we find that all his four sons are in active service. The eldest, who entered the army at an early age, is now a lieutenant general and military governor of Odessa, where his humane and kind treatment of the English officers and men whom the fortune of war has placed within his power has lately been put to the test and well authenticated, showing that he is the worthy son of his noble father. The second being brought forward in the diplomatic line, is at the head of the Chancery of Field Marshal Paskiewitch at Warsaw. The third is a post captain in the Russian Imperial navy, has been employed chiefly in exploring the northern regions of the Russian Empire, and his endeavours

* In the Journals of the Royal Geographical Society of London, of which he was an Hon. Member, frequent mention of Krusenstern's labours may be found.

having been in a great degree successful, his energy and perseverance have acquired for him an unqualified reputation. The fourth and youngest son having left the army with the rank of colonel, now holds a corresponding position in the Civil service. The eldest son of the third brother, who accompanied his father on sundry expeditions to the north, has since entered the naval service, and is now in command of a couple of gun-boats in the Baltic.

The widow of the lamented Krusenstern and beloved mother of Madame Bernhardi soon followed her gallant husband, and her remains now repose united in the same tomb, in the Cathedral Church at Revel, where she had previous to her death caused a handsome monument in the Gothic style to be erected on the place of his last abode, near the tombstone of his first commander Greigh.

In the year 1815, Admiral Krusenstern being employed by the Russian Government to purchase two English frigates, proceeded for that purpose to Plymouth, and was met by the Editor of this Memoir, then captain of His Majesty's ship

Actæon, at the hospitable table of the late Sir Byam Martin, .G.C.B., at that time junior Port Admiral at Devonport. The conversation happening to turn on the navigation of the White Sea, which had been recently surveyed by the Actæon, the Editor mentioned that he had determined the latitude of Archangel by observation, and also the longitude by the occultations of the satellites of Jupiter, simultaneous observations having been made at Greenwich. The Russian Admiral said—"I have determined the longitude of Archangel by the same method," and it also appeared that both had observed in the dockyard. Sir Byam Martin immediately said—"I should like to know how you two astronomers agree. I have two sons (who are now both Admirals): one shall go home with Admiral Krusenstern, and the other with Captain Ross, and you shall send me in writing the latitude and longitude of Archangel." This was accomplished, and it turned out that the latitudes agreed within a few seconds, and the longitude to the nearest minute.

It need scarcely be added, that the above satisfactory result tended more closely to cement

the friendship that had previously existed between them, but which was more fully exemplified by the hospitality and kindness subsequently shown to a cousin of the Editor, Mr. E. Cuninghame, who is now no more, to whom he gave a letter of introduction to the worthy Admiral, on a visit that gentleman made to St. Petersburgh, where he remained in the society of his amiable family for many months, and not very long before the noble Admiral and sincere christian was removed from this to a better world.

Extract of a letter from Madame Bernhardi, addressed to the Editor.

Ostende, 13th August, 1855.

SIR,—Your kind letter came to hand rather late, as we were on our way for this place when it reached our home, and I received it here several days later; it is on that account I can express my thanks only to-day, and I regret that it is beyond my power to express them as I could wish. Every one of your words deeply moved me. I cannot tell you how gratifying it is to me to see in lines traced by your hand, and addressed to me, how faithfully you cherished the memory of my

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father, and how well you appreciate those qualities of the heart and mind we revered in him.

I feel as if the blessing attached to his name followed me everywhere, and the benevolent kindness you show to me affords a new and moving instance of it. On reading your letter, it almost seems as if the kindest of fathers were still living among us, to enjoy with me, as he used to do, some new token of a noble friend's affection; at the same time, I am extremely happy to find that I have succeeded in giving you some pleasure, by sending the translation of the sketch of my father's life. But how shall I tell you how much I was affected by the project you so kindly propose—to lay that sketch before the public in England; in that country which he cherished from his youth, with all the warmth of his heart, and on whose approbation of his scientific endeavours, he always set the highest value. I need not tell you I think, how satisfactory it would be to us if that project could be put into execution—if thus the sketch of his life could be laid before the eyes of so many individuals for whom he had the highest regard, and in general of a nation so nobly apt to understand and to appreciate all that is great and good. Your mentioning the present war induces me to say, that but too often we cannot help thinking how deeply my father would have been affected by this unhappy conflict; how

much his heart—patriotic and English at the same time —would have suffered under the present circumstances. In the brighter region where his spirit now dwells, he is allowed, we may hope, a larger view of human things, and a clearer insight of the ways of God. It is from a trust in the wisdom of the Almighty we must derive consolation. C. B.

The following letters, addressed by De Krusenstern, are added to the foregoing brief narrative of his life, to show in his own language the deep interest he always took in every project and enterprise undertaken in England, and also his sincere attachment to his friends and acquaintances in that country, where his name will long be no less revered and admired than it was in his native land, to both of which he had rendered such essential service.

St. Petersburgh, 16th (28th) February, 1835.

My dear Sir,

Since I wrote you last ( ), which letter I hope has reached you, the public papers have announced several very pleasing intelligences respecting you, which are no doubt true, and to which I request you to accept

my most sincere congratulations. You have married, and his Majesty the King has been pleased to reward your celebrated name with a Knighthood. I really, my dear Sir, take a most lively interest in whatever concerns you, and so you may easily believe how much all this has given me satisfaction; but pray tell me if I still may continue to flatter myself with the hope of seeing you here; I commence to apprehend that this will not be the case. It seems that your book is not published yet, but I hope by the first ship this season we shall receive our copies. Mr. Baird will probably have informed you that his Majesty the Emperor and the Grand Duke Michael have subscribed for several copies.

I beg to present my best respects to Lady Ross, and believe me to be, my dear Sir,

Your true and faithful servant,

KRUSENSTERN.

To Captain Sir John Ross, C.B., &c.

St. Petersburgh, 14th June, 1835.

MY DEAR SIR,—Many thanks for your kind letters of the 1st November, which I received only a few days ago, and the valuable present of your publication; the copy for the Emperor I sent immediately to Prince Menschikoff, to be presented by him to his Imperial Majesty. You will easily believe me that I have perused with great

interest the memoirs of an officer, whose moral excellence, as appears from private letters, was at least equal to his merits as an officer. I have always admired Admiral Saumarez refitting in so short a time, his ships much disabled in the Battle of Algesiras, in a time that appears incredible, and notwithstanding the known superiority of the enemy, following them in order to give them battle. It was not so much their bad disposition as the awe that such a determination must have impressed them with, that threw the Spaniards into confusion, and caused them to fight each other; even if the blowing up of the ship had not taken place and no ship had taken fire, still the determined resolution of Admiral Saumarez in attacking an enemy of nearly double the force merited the highest reward.

Not hearing lately of your expedition to India, I was led to believe that it had been abandoned; your letter informs me that this is not the case, and that it is to sail very soon. If that speculation succeeds, I have no doubt it will be under your direction, and it will be very gratifying to you to have been the author of such a useful enterprise. I fully agree with the sentiments expressed in your speech, that both means, by the Red Sea and by the Cape of Good Hope, promise to be highly useful to the trade and to the communication with India. A few voyages will prove which answers best.

You were so kind as to send me a plan, with a description of Collier's steam boiler, that offers so great an advantage both for its safety, cheapness, and convenience, which will be universally adopted.

You were so kind as to enquire after the health of my youngest daughter; she is still suffering frequently, though apparently in good health: all possible remedies have been used, and nothing remains but to pass a winter in the south of Italy. As yet the duty of my office has not permitted me to undertake such a voyage, which unfortunately I now put off from one year to another.

What is my old shipmate, Lord Dundonald, doing? If you should happen to meet him, pray give him my best compliments; I wonder whether he still remembers 45 years ago we sailed together in the Thetis. I beg to present my best respects to Lady Ross, and wishing with all my heart a speedy return, I have the honour to name myself, with the greatest regard and esteem,

Yours much obliged,

KRUSENSTERN.

St. Petersburgh (no date).

MY DEAR SIR,—It is so long a time since I have heard of you, that I will not put off any longer in requesting you to favour me with a few lines. I have no doubt you are actively and usefully employed for

the good of your country, and it would interest me highly to be informed of it by yourself.

I have read in one of the continental papers that you are at the head of a committee relating to steam voyages to India, and that the steam-boats are of your own construction.

I have another request to address to you. Being in possession of the portraits of several distinguished characters in our line—a collection I began to make whilst in England—I have increased my gallery to about a dozen: Columbus, Magellan, Sir Francis Drake, Cook, Nelson, Collingwood, Lord Cochrane (an old mess-mate of mine), Van Tromp, De Ruyter, and several others. May I request you to send me out a perfect engraving of your portrait, in order to have it copied here in oil, to suit the size of those I have in my collection. Certainly there is no seaman that does not fully appreciate the great merit of Sir John Ross as a sailor, a discoverer, and a man of science; and having myself a son in the navy, of course I long to adorn my collection with your portrait.

We shall soon hear of Durville; he has promised to write to me from Valparaiso, on his return from his south polar researches.

I feel my health much declining; my youngest daughter is still suffering, and I fear that I shall be

obliged to send her for a winter into the south of Europe

Farewell, my dear Sir; present my best respects to Lady Ross, and believe me for ever,

Your much obliged servant,

KRUSENSTERN.

This letter was received on the 16th of April, and answered immediately with an engraving.—ED.

St. Petersburgh, 14th (26th) June, 1835.

MY DEAR SIR,—It was only two days ago that I had the pleasure to receive your kind letter, accompanied by your valuable book, which I had just began to read, His Majesty the Emperor having sent us the beautiful copy which you had presented to him. You may easily conceive how intently I am reading it, and I need not tell you how much I am gratified by the perusal of a work which contains so much valuable instructive matter. The value of the copy you have been so kind as to send, is still more enhanced by an inscription of your own hand, a flattering testimony of your friendship for me.

You give some hopes to see you here. I shall not be disappointed this time, therefore I request you to inform me when you expect to be here, as I intend to leave St. Petersburgh about the middle of next week, but only for a few weeks. My family has gone alone, a week ago, to Revel, for the physicians have advised my youngest

daughter—who is still suffering, although all kinds of remedies have been used—to try sea-bathing. If this should not prove efficient, I intend to send her next summer abroad. You are very kind to make enquiries about her, and she will be very thankful to you to have thought of her.

I am sorry I cannot send you a Chart of the Gulf of Finland. On receiving your letter, I immediately wrote to General Willimoff to send it to me, but his answer was, that the Chart in question was not only not engraved but it was not even finished yet.

The three Charts you kindly sent me, I received in due time, and immediately made use of them in the new edition of my collection of Charts of the South Seas; the other two Charts I delivered, according to your direction, to Prince Menschikoff and to General Willimoff. Your book contains so much interesting matter, that an account of it might fill a volume of itself. I have not finished it yet, but your fortitude of mind, and perseverance, excite my highest admiration; and although your fellow-sufferers deserve the highest commendation for the good humour with which they bore the hardships of the expedition, this would certainly not have been the case if the excellent commander had not set them such an example.

I perfectly agree with your theory with respect to the

choice of men to be taken to embark on an icy navigation. Although the frosty disposition of men, or rather the capacity of bearing cold more or less, depends much on their nervous system, yet you are very right in saying that men with a ruddy complexion, a short frame, and a bold appetite, will suffer less from cold, than men apparently of a weakly constitution; and on the same principle it may be said, that the very reverse actually takes place in a hot climate, where people of a feeble constitution survive better in a tropical climate, and are more safe from falling a victim to the yellow fever, than those enjoying the fullest health.

It is, however, time to close my letter, and so, in hopes soon to have the pleasure of conversing personally with you on your memorable expedition, permit me to name myself with the highest respect,

Your obedient servant,

KRUSENSTERN.

I request to present my respects to Lady Ross. Since I do not know whether you are gone to England, I address this to Mr. Canning.—K.

St. Petersburgh, 8th (20th) August, 1839.

MY DEAR SIR,—The Marquess of Anglesea did me the honour to call, and not finding me at home left the letter you have been so kind as to address to me;

I did not fail to wait on his lordship immediately, but was equally unsuccessful. I was introduced to him at a ball at Court, and have seen him since several times, as well as his sons, very elegant young men. Lord Paget assisted at the manœuvre on board the Aurora frigate, on board of which was his Imperial Highness Constantine.

You may probably have seen Sir William Symonds, who was to return to England *viâ* Stockholm. I regret infinitely to have seen him only once, having been almost all the time of his stay out of town, either on board of our frigates, or at Peterhoff or Orienbeaum, where my family have passed the summer in Admiral Greig's summer house.

Sir William Symonds has seen a great deal of our naval establishments, among others the Corps of Cadets; unfortunately I was not here to conduct him over the establishment, so that I do not know whether he has been pleased with it or not. I should have wished to know his opinion of a model of one of our best frigates, the paddles which are just put up by the Garde Marines, after which it is taken to pieces, every part of it being on screws; it takes up the whole breadth of our dining hall, which is 72 feet. The size of our model is a quarter of the length of the paddles, or what is the same in the President that was taken by the Endymion.

Sir W. Symonds told me that my old friend Lord

Dundonald is on the point of constructing a steam-boat on quite a new principle, far superior to the present system. You have probably heard of the French steam-boat Le Veloce, built and commanded by Captain Bechernel of the marine. He rigged her as a frigate in order to sail when the wind was favourable under all sails without the assistance of steam, at the same time disengaging the paddle-wheels: when the wind is contrary he contrives to lower down the topmasts and topgallant masts and place them before the masts, being of iron and hollow; as to the yards he folds them up like an umbrella—all may be executed in 38 minutes. Admitting all this to be very ingenious, I doubt whether in our European Seas and the Atlantic, where the wind frequently changes, and where in consequence the operation of rigging and unrigging is frequently to be repeated, the system will be found very practicable; it may be of use in steam-boats destined to go to the East Indies. The ships, if rigged on entering the region of the trade winds or favourable monsoons, may save a great quantity of fuel, as the use of steam may then be dispensed with. I wish very much to hear your opinion, as you are so much interested in the steam navigation to the East Indies; for us, Captain Bechernel's system will not do. The Veloce has made a voyage to Havannah in 28 days, which does not appear to be a great or quick

passage, since on a voyage to Havannah you have the assistance of the trades a considerable part of the way.

I have just got sight of a Report on Steam Vessels, accidentally published by order of Parliament; it contains very valuable statements and useful remarks.

I beg to present my best respects to Lady Ross, and believe me with much respect,

Yours much obliged, &c.,

KRUSENSTERN.

Received 28th August; answer sent to it by Captain Dunlop.—ED.

The following list of Charts and Plans, many of which were transmitted to me by Admiral Krusenstern, and subsequently published in a General Atlas—which I unfortunately lost, with the whole of my marine library, in my voyage of the years 1829 to 1833—are enumerated here, as an example and proof of the extraordinary labour and perseverance of the gallant Admiral, as well as of his superior talents as a navigator and astronomer. None of his statements have ever been called in question; while his discoveries and nautical corrections are universally acknowledged to have been

of infinite service to navigation; and it may be truly said, that no other individual has ever contributed so largely to navigation, geography, and science.

KRUSENSTERN'S ATLAS.

Table des Cartes et Plans contenus dans l'Atlas de l'Ocean Pacifique.

HEMISPHÈRE AUSTRAL.

1. Carte Général de l'Océan Pacifique, depuis le 71° de latitude australe jusqu'au 5 dégré de latitude boréale.

2. Carte de la Nouvelle Guinée; Carte du Détroit de Jorres; Plan du Port Dory.

3. Carte de la Mer du Corail.

4. Carte de la Côte sud-est de la Nouvelle Galles méridionale, depuis le parallèle de 25° 14′ de latitude, jusqu'au parallèle de 37° 37′; Plan du Port Jackson.

5. Carte de la Terre de Van Diemen, et du Détroit de Bass; Plan du Port Philip.

6. Carte des Isles de l'Amirauté; Carte de la Nouvelle Irlande; Plan du Port Gower.

7. Cartes des Isles de la Nouvelle Bretagne; Plan du Port Hunter sur l'Isle Duc de York: Carte de l'Archipel de Santa Cruz; Plan de l'Anse Byron sur l'Isle Santa Cruz.

8. Carte de l'Archipel de la Louisiade; Carte de l'Archipel de Mendana; Plan du Port Chichagoff sur l'Isle de Noukahiva.

9. Carte systématique de l'Archipeldes Isles de Solomon. Plan de la Baie Choiseul sur le côte S.O. de l'Isle Choiseul ; Plan du Port Praslin sur le côte N.O. de l'Isle Ysabel.

10. Carte de l'Archipel des Nouvelles Hebrides ; Plan du Port de la Résolution dans l'Isle Tanna.

11. Carte de la Nouvelle Calédonie ; Plan du Port Saint Vincent.

12. Carte de la Nouvelle Zélande ; Carte du Détroit de Cook ; Plan de la Baie Dusky.

13. Carte de l'Archipel des Isles des Amis ; Plan de la Rade del Repugio et du Port Valdès dans l'Isle de Vavao ; Carte de l'Archipel des Isles de la Société ; Plan de la Baie de Mattaray sur l'Isle O-taiti ; Plan du Port Taloo, sur le côte septentrionale de l'Isle Gimeo.

14. Carte de l'Archipel des Isles Fidji ; Plan de la Baie de Sandal Wood ; Carte des Isles des Navigateurs ; Plan de l'Anse du Massacre dans l'Isle Maouna.

15. Carte de l'Archipel des Isles Besses.

HEMISPHÈRE BORÈAL.

16. Carte Générale de l'Océan Pacifique, depuis l'Equateur jusqu'au 73° dégré de latitude boréale.

17. Carte de l'Isle Kodiack ; Plan de la Baie Tshiniatskoy.

18. Carte des Isles Aléoutiennes ; Plan de la Baie Massacre sur l'Isle Attou.

19. Carte des Isles Aléoutiennes; Plan du Port du Capitaine sur l'Isle Ouanatashka.

20. Carte de la Peninsule d'Aliuska et de la Baie de Bristol.*

21. Carte de la Peninsule de Corée et du Detroit de Corée.

22. Carte de l'Empire du Japon et du Detroit de Sangar; Plan du Port Nangasaky.

23. Carte des Isles Kourites.

24. Carte de l'Isle Jesso et du Détroit de La Pérouse.

25. Carte de la Peninsule de Saghalin.

26. Carte de l'Isle de Formose et de la côte sud-est de la Chine.

27. Carte des Isles Liqueo; Plan du Port Napakiang sur la grande Isle de Liqueo.

28. Carte des Isles de Sandwich; Plan du Port Honorure sur l'Isle Woahoo.

29. Carte des Isles Mariannes; Plan du Port Caldera de Apra sur l'Isle de Guahan.

30. Carte des Isles Carolines; Carte des Isles Meridionales de Pelew.

31. Carte des Isles Carolines.

32. Carte des Isles Carolines.

33. Carte de l'Archipel des Isles Marshall.

34. Carte des Isles Gilbert; Carte des Isles Galópagos.

Extract from the Anniversary Address of the Right Honorable Lord Colchester, to the Royal Geographical Society, read May 24, 1847:—

"Of distinguished foreign Geographers, we have to lament the great Russian circumnavigator, Krusenstern, an Honorary Member of this Society, and to whose kindness we are indebted for a beautiful *fac simile* of the famous Pizzigani Maps, constructed in the year 1367, of which the original is in the Ducal Library at Parma, and of which a more complete notice is to be found in the address from this Chair in 1843."

The Editor feels that he cannot conclude this brief and imperfect memoir of his late friend the noble and gallant Krusenstern, without offering a few remarks upon his character, which may in some sort supply a deficiency which will be felt to exist in the preceding notice. Patriotic and faithful as he pre-eminently was to the calls of his country and Emperor,—the fascinating and innocent pursuit of science had for him allurements which others find in the war of political struggle and party animosities. During the many years that the Editor had the

happiness of enjoying an uninterrupted communication with Krusenstern, he does not recollect that either the subject of war, or any political topic, was ever alluded to. His desire to aggrandize his country, which he naturally loved, was by elevating her moral character among nations, and of extending her influence by the legitimate means of science, especially by the steady pursuit of geographical enterprise. Krusenstern lived during a remarkable period of Russian progress. He had been the witness of a series of brilliant and unparalleled improvements. The mighty impulse communicated to Russia by the Great Peter, had not been exhausted in the succeeding reigns, and a general spirit of amelioration animated Europe, and reaching Russia, had directed the ambition of her sovereigns in a path which naturally led to remote advantages to the people, and slowly, but certainly tended to precipitate the civilization of the country. In the century which gave birth to Krusenstern, Russia was still covered with hordes of barbarians,—passions and vices which debase the human race, and arrest its aspirations to the high vocation which, under favourable circumstances, it fulfils, were the common

concomitants of those who frequented the Court of St. Petersburg,—cheating, drinking, in fact, most of the vices which degrade man in his lowest condition of civilization, had but a few years before not only distinguished and disgraced the Imperial Court of Russia, but had even been openly approved and shamelessly imitated by the classes which usually influence their country through their political ascendancy and social position. At that period literature had scarcely shown itself, and had certainly never appeared in a form to be recognized; but the dark clouds which had enveloped the Muscovite in impenetrable gloom since the rule of Rurik, had for upwards of a century been rolling away,—science and literature were following closely on the heels of a rapidly increasing commerce, and a gradual improvement of its means and appliances. The Government had steadily pursued a wise course to facilitate commercial intercourse between the various parts of the Empire, and to encourage mercantile relations with other peoples. Thus the Berinksky and Oginsky canals had afforded an easy communication between the ports of the Baltic and those of the Euxine, and, in like manner, the canal of Vishney

Volotoshok had been made to connect the Gulf of Finland with the remote harbours of the Caspian. This commercial impulse, to which Russia is so largely indebted as the means of her emancipation, was greatly, if not principally, contributed through her intercourse with Great Britain: her commercial transactions with this country greatly exceeded those with all other nations, and though her jealousy of Great Britain did not incline her to admire, she yet imitated what was within her reach, and, from an insignificant beginning by Peter the Great, by degrees formed a navy, which, before the present war, had grown up to such dimensions, as to have awakened grave suspicion on the part of other European powers.

Krusenstern was happy in living in an age in which the character of his Sovereign cast a lustre upon the country of his birth. The series of rapid changes which distinguished the dark period of Russia from that in which she has begun to run the race of civilization with other European nations, was precipitated by a ruler, who, beyond his race, was pre-eminently fitted for the administration of public affairs,—his temperate habits and indefatigable

industry were directed unceasingly to one object, and that was the improvement of his country; and the rule of Alexander, notwithstanding the adverse influence of events, rapidly changed the aspect of the Empire. Since his accession to the Imperial Crown, the increase of the Russian navy, and the improvement of the character of the service, were darling objects of the Emperor, and to the attainment of these, Krusenstern contributed no small nor inconsiderable assistance. Alexander was not without the distinguishing characteristic of his race, and events in the latter portion of his reign gave him facilities in fostering his ambition, which, before the close of his rule, greatly increased his popularity. At home, the success of Russian arms made him popular among the nobles, who had become discontented on account of his protracted absence; and abroad, he had, by the favourable impression he had made by his character, and the results he had attained by his arms, placed himself in a position in which he could pursue his measures for maintaining the foreign influence which he had acquired, whilst he lost no opportunity in prosecuting his darling policy, to push the boundaries of Russja

further into the heart of Europe. It is, however, believed that Krusenstern did not, at any time, participate in a jealousy of Great Britain and her institutions, and least so, at a time when the intercourse between the two nations was gradually enriching the treasury of the Muscovite, and ameliorating the condition of the Russian people. While the Russian Marine was still in her infancy, it was seen that the preponderance of British commerce was extremely favourable, if not necessary, to the progress of Russian civilization. Krusenstern it is believed, saw that the welfare of Russia and Great Britain were not inconsistent nor antagonistic, but in fact identical. The commerce of Russia had been nourished and sustained by the preponderance of the British Navy, and no one better than Krusenstern knew what was due to that Navy, or what might be effected by a great nation which could command its services, or attract its co-operation: Krusenstern had too lofty an order of intellect to partake in these small prejudices of race or political illusions, which at the commencement of his career were professed by many of his cotemporaries.

Krusenstern saw in the British Navy a model which was to be imitated rather than envied,—he saw in the richness and excellence of our Mercantile Marine, the friend, and not the enemy of Russian progress. By what means had the products of sterile Russia found a demand and value in the market, if not by the aid of British enterprise and naval preponderance? But Krusenstern was too just to allow his high order of intellect to be clouded by petty jealousies or national anmiosity,—his aspirations were directed to the highest ends of science, and science he regarded as the common inheritance of mankind. Scanty as are the materials of the foregoing pages, the Editor believes enough has been recorded to establish these characteristics, and although the nature of the correspondence which passed between him and the object of this memoir, was not such as to suggest or provoke political discussion, yet, the Editor thinks that from the unrestrained and frank character which distinguished the correspondence, the opinion of Krusenstern might be inferred, and it is greatly to be deplored that the course of events has deprived Russia of the counsels of a Sage, who, from a

conscientious conviction, and an enlightened policy, would have sought to avert the calamity which has for a time checked the tide of amelioration set in upon Russia since the conclusion of the late war.

The task of the Editor is now fulfilled, and though he has been encouraged thereunto by an abundant admiration of the man whose memory he would willingly adorn by the fitting emblems of that immortality which belongs of right to such illustrious persons,—he admits that he has felt his strength unequal to the effort, and, therefore, invites others who may be more competent to such a labour of love, and who may share in the admiration of the Editor for so good and great a man,—to pay a tribute to his memory, worthy of his name and virtues. That both may survive as an example to inspire virtue and emulate science, is the main object of the Editor's humble effort,—he trusts that this portion of his labours will not be without a good result. The Editor would also have exhibited Krusenstern as he was seen in the more familiar relations of life—as a father in the midst of an affectionate family, and as a friend in the centre of an admiring and loving circle who had the rare

happiness of knowing him. This pleasing task is reserved for some future Editor, who may possess advantages which the present one only regrets he cannot aspire to; that such a labour will not be altogether neglected, is his anxious hope, and he ventures to express a confident expectation that such rare merits, so much Christian virtue, and such an accumulation of science as are comprised in the life of Krusenstern, will not fail to find an adequate biographer to embalm his memory as a man, his virtues as a Christian, and his science as a sage.

THE END.

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